

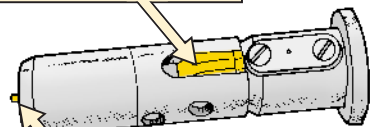
Assemble It Right!

If you put the M1A1 tank's firing mechanism assembly back together wrong, you'll break the firing pin when you fire the cannon or manually open the breech.

Since broken pins must be replaced before you can fire the cannon again, make sure you assemble the firing mechanism right the first time. Here's how:

1. Check the assembled mechanism by pushing down on the cam. If the firing

After pushing cam ridge...

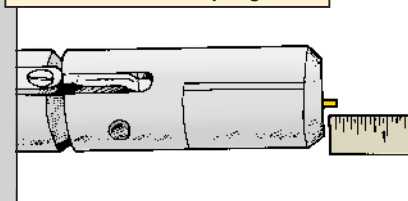


...firing pin should move out $\frac{3}{16}$ inch

pin moves out about $\frac{3}{16}$ inch, the cam is installed right. If the pin doesn't move, reassemble the mechanism.

2. Measure the distance from the face of the firing mechanism to the tip of the firing pin. If the distance is $\frac{3}{4}$ inch or more, the spring is installed wrong.

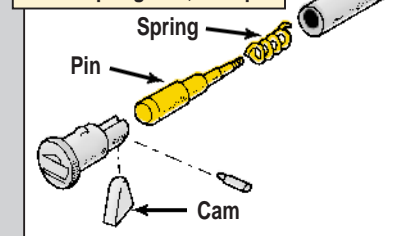
Less than $\frac{3}{4}$ inch? Spring's OK!



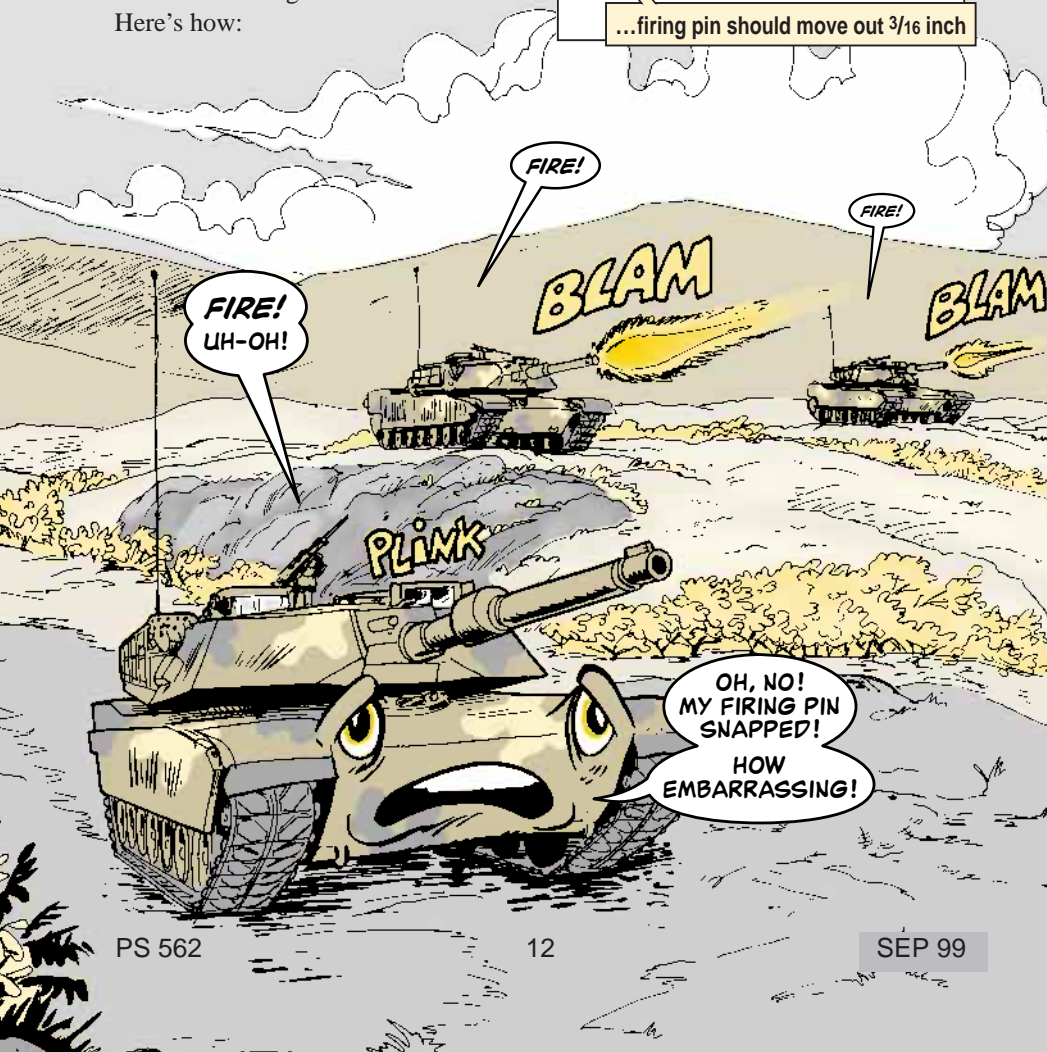
3. Disassemble the mechanism and make sure the spring is installed before the firing pin when you put

the mechanism back together. If the spring is installed after the firing pin, the pin will break during firing or when you manually open the breech.

Install spring first, then pin



4. Use no oil when you assemble the mechanism. That attracts dust and dirt that gum up the assembly. Dry off all parts before putting the firing assembly back together.



M1-Series Tanks ...

Exhaust Deflector Plans

An engine exhaust deflector is a must if you're towing one tank with a second one. The deflector connects to the exhaust grate of the towing tank and prevents heat damage to the disabled tank's vision blocks, hatch covers and other front end components.

But you won't find a deflector in the supply system. You have to make it.

The plans are in Fig 7 of Appendix D in the -20-1-5 TMs. If you have problems mounting the deflector on your tank, grind down the deflector's lower hook a bit to help it fit.

